



**REQUEST FOR QUALIFICATIONS & TECHNICAL  
PROPOSAL (RFQ/TP)**

for

Professional Engineering and Construction  
Administration Services

to

**Rehabilitate Taxiway Alpha**

at

Harrisburg International Airport

**PROJECT No. 2019-002**

**ISSUE DATE: October 28, 2024**

**DUE DATE: November 26, 2024**

Susquehanna Area Regional Airport Authority Harrisburg International Airport  
One Terminal Drive, Suite 300  
Middletown, PA 17057  
ONE TERMINAL DRIVE, SUITE 300  
MIDDLETOWN, PA 17057



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**SECTION 1.00 – INVITATION**

**REQUEST FOR QUALIFICATIONS/TECHNICAL PROPOSAL  
for  
PROFESSIONAL ENGINEERING AND CONSTRUCTION ADMINISTRATION SERVICES  
to  
REHABILITATE TAXIWAY ALPHA  
at  
HARRISBURG INTERNATIONAL AIRPORT (HIA)**

The Susquehanna Area Regional Airport Authority (SARAA), owner of Harrisburg International Airport (HIA), invites interested firms to respond to this Request for Qualifications and Technical Proposal (RFQ/TP) to provide engineering design, bid and award, and construction administration support services required to Rehabilitate Taxiway Alpha at HIA, a commercial service airport certificated for operations under Part 139 of the Federal Aviation Regulations.

This RFP is only available electronically on Pennbid.net. Interested parties may download the full invitation from PennBid at no cost by visiting [www.pennbid.net](http://www.pennbid.net).

## SECTION 2.00 – GENERAL INFORMATION

### 2.01 DEFINITIONS

The following terms and definitions will apply throughout this Request for Submission

“Airport”	refers to or means the Harrisburg International Airport (HIA), Capital City Airport (CXY), Franklin County Regional Airport (FCRA), or Gettysburg Regional Airport (GRA)
“Agreement”	refers to the agreement executed with the successful Respondent to provide the services solicited pursuant to this RFP
“Authority”	refers to the Susquehanna Area Regional Airport Authority, owner and operator of Harrisburg International Airport
“DBE/SBE/WBE/MBE/VETERAN”	refers to or means Disadvantaged, Small, Woman Owned, Minority Owned, and Veteran Owned Business Enterprises
“Submission”	refers to or means a document submitted by Respondent(s) to be considered for the Agreement; the overall submission shall include Respondents’ required information (Section 3.05) including Attachment 1. Submission and Proposal are interchangeable terms.
“Respondent(s)”	refers to any company or organization submitting for the services requested in this RFP
“RFP/RFQ/TP”	refers to or means the advertisement for professional services
“PennBid”	Online bid platform. See <a href="http://www.Pennbid.net">www.Pennbid.net</a>
“Proposal”	refers to or means a document submitted by Respondent(s) to be considered for the

Agreement; the overall submission shall include Respondents' required information (Section 3.05) including Attachment 1. Proposal and Submission are interchangeable terms.

## **2.02 INTRODUCTION**

The Susquehanna Area Regional Airport Authority, owner and operator of the Harrisburg International Airport located in Middletown, Pennsylvania, seeks proposals from qualified firms wishing to provide engineering design, bid and award, and construction administration support services required to Rehabilitate Taxiway Alpha at Harrisburg International Airport (HIA).

## **2.03 BACKGROUND**

The Susquehanna Area Regional Airport Authority (SARAA) is the owner and operator of Harrisburg International Airport which is a commercial service airport certificated for operations under Part 139 of the Federal Aviation Regulations.

The Airport has a single runway, Runway 13-31, that is 10,004 feet long and 200 feet wide. The runway thresholds have elevations of 310 feet. The topography is relatively flat, and the runway area is bordered by the Susquehanna River to the southwest. Both thresholds have precision instrument approaches and are equipped with an Instrument Landing System (ILS). The aircraft with the most demanding TDG expected to use the Airport regularly is the B767-300ER, classified as a TDG 5 aircraft.

Taxiway A is the only parallel taxiway to Runway 13-31, connecting to both of the physical ends of the runway. It is approximately 10,000-feet long and 75-feet wide. Approximately 75% of the taxiway pavement is constructed of bituminous pavement and the remaining 25% is constructed of full depth Portland Cement Concrete at two separate locations. Each corporate hangar facility has frontage apron and direct access to Taxiway A from the 19 acre general aviation complex.

Although existing taxiway capacity is adequate to meet forecast demand, the following taxiway improvements should be undertaken, in addition to rehabilitating the existing surfaces and lighting:

- Surface gradient standards for Aircraft Approach Category (AAC) D for fillets between Taxiways A, D and F
- Taxiway shoulders on Taxiway A should be widened to 25 feet

It is anticipated that existing elevations will be maintained and that both locations of concrete taxiway will be removed and replaced with bituminous material. Existing bituminous pavement surfaces will be milled and paved. Existing geometry will be updated appropriately to meet current FAA regulations and guidance, including paved shoulders, Hot Spot (HS-1) located at the intersection of Taxiways A, D and G should be eliminated.

## 2.05 RFP COORDINATOR

Louis J. Pirozzi, Deputy Director for Engineering and Planning  
Susquehanna Area Regional Airport Authority  
One Terminal Drive, Suite 300  
Middletown, PA 17057  
Telephone: (717) 948-3900  
Email: [louis.pirozzi@saraa.org](mailto:louis.pirozzi@saraa.org)

## 2.06 RFP SCHEDULE

The Authority anticipates the following schedule, which is subject to change

Date	Time	Event
October 28, 2024	8:00 AM	Begin advertisement
November 12, 2024	10:00 AM	Pre-submittal Meeting (non-mandatory)
November 22, 2024	5:00 PM	Deadline for Questions
November 25, 2024	5:00 PM	Issuance of Last Addendum/Response
December 2, 2024	2:00 PM	Submission Due/Bid Opening
December 16, 2024	5:00 PM	Complete SARA A Evaluations
January 15, 2025	5:00 PM	Finalize Scope & Negotiations
January 29, 2025	8:00 AM	Recommendation to SARA A Board
January 30, 2025	5:00 PM	Provide notice

## 2.07 QUESTIONS REGARDING THE RFP

Requests for clarification or additional information must be made through PennBid and by the indicated deadlines. Visit [www.pennbid.net](http://www.pennbid.net)

## 2.08 RFP AMENDMENTS

All amendments to this RFP will be posted to PennBid by the indicated deadlines. Respondents will be notified by PennBid. If deemed necessary by the Authority, Respondents will be given an opportunity to modify their Submission in the specific areas affected by the modification. Visit [www.pennbid.net](http://www.pennbid.net)

## 2.09 SUBMISSIONS

All submissions must be submitted through PennBid by the indicated deadline. Respondents accept all the risk of late Submissions regardless of fault. Hard copies, facsimile or other electronically transmitted submissions will not be considered. All Submissions and accompanying documentation become the property of the Authority. Visit [www.pennbid.net](http://www.pennbid.net)

## 2.10 TERMS AND CONDITIONS

The Authority reserves the right to issue amendments to the RFP at any time. The Authority also reserves the right to cancel or reissue the RFP, to reject any or all Submissions, to waive any irregularities or informalities in the selection process, and to accept or reject any item or

combination of items. The Authority reserves the right to request clarification of information from any Respondent or to request supplemental material deemed necessary to assist in the evaluation of the Submission. This RFP does not obligate the Authority to make any award or enter any agreement as the result of any Submissions. The Authority will not reimburse any Respondent for any of the costs involved in the preparation and submission of responses to this RFP or in the preparation for and attendance at subsequent interviews. Respondents shall thoroughly examine and be familiar with this RFP. The failure or omission of any Respondent to receive or examine this document shall in no way relieve any Respondent of obligations with respect to this Submission or any subsequent Agreement.

## SECTION 3.00 – SCOPE

### **3.01 OVERVIEW**

The Susquehanna Area Regional Airport Authority (SARAA) intends to Reconstruct Taxiway Alpha at Harrisburg International Airport (HIA) which is approximately 10,000-feet long by 75-foot wide. Approximately 75% of the Taxiway pavement consists of bituminous concrete over Portland cement concrete (PCC), and the remaining 25% is full depth PCC pavement at two separate locations. The pavement rehabilitation will extend out to the mandatory hold bars on all the connector taxiways and meet current FAA standards. The engineer will be responsible to evaluate and determine the most appropriate and cost-effective method of completing the require improvements, including preliminary engineering, lighting, cabling, signage, paved shoulders, updated geometry, and sequencing work to minimize daily impacts. The engineer will also be responsible to support SARAA throughout the bid and award phases, responding to questions, facilitating pre bid meetings, issuing addenda, and preparing design recommendation reports. During construction the engineer will be responsible for providing construction administration services which includes reviewing and responding to submittals, RFI and other correspondence, verifying pay apps, attending meetings, and preparing record documents.

### **3.02 DESIGN ELEMENTS**

The recommended aircraft design for airfield facilities is the Boeing B767-300ER. The B767-300ER is classified as an Aircraft Approach Category (AAC) D and a Taxiway Design Group (TDG) 5 aircraft. Although the existing runway and taxiway capacity is adequate to meet forecast demand, the Airport is operating under two FAA-approved modifications of standards:

- Inadequate surface gradient standards for fillets between Taxiway A, D and F
- Inadequate shoulder widths on Taxiway A (25 feet wide required)

The design should be prepared to include, but is not limited to the following:

- Evaluate existing conditions and complete preliminary engineering to include surveying and sampling
- Meet surface gradient standards for AAC D for fillets between Taxiway A, D and F
- Remove existing sections of Portland Cement Concrete and replace with bituminous pavement
- Mill/overlay existing bituminous surfaces
- Add 25-foot paved shoulders to meet TDG 5 criteria
- Update geometry and eliminate hot spot 1 at the intersection of Taxiway A, D and G
- Install new in pavement centerline and raised edge LED lighting, components and cabling
- NPDES Permitting & Erosion and sedimentation controls
- Integration with SMGCS control system and existing lighting controls.
- Preparation of Construction Safety Phasing Plan
- Sequence work to minimize daily impacts
- Establish phasing and preparing bid packages commensurate with funding



### **3.03 BID AND AWARD ELEMENTS**

Under this project, the Authority will serve as the project manager for the entire process. The successful Respondent will work as a member of a team to advertise the project for competitive bidding. Each phase of the project will need to be scoped and phased commensurate with funding. This project will be bid through PennBid and administered by SARAA, however the firm will be expected to assist in preparing appropriate responses to questions, or the need for clarification. The firm will also be responsible to generate addenda, facilitate and document the pre-bid meeting, ensure responsible and responsive bids, and provide an engineering report that summarizes findings and provides a recommendation.

Bid and Award phase services will be awarded for the entire project and negotiated separately for each phase.

### **3.04 CONSTRUCTION ADMINISTRATION ELEMENTS**

The proposed construction administration services include general project management and construction coordination; attending the pre-construction meeting; pre-phase meetings; submittal/shop drawing reviews, responding to RFI's; reviewing contractor pay applications; permit coordination assistance; attendance at weekly progress meetings; construction site visits; substantial and final completion inspections, and preparing record documents in a Civil 3D, or similar format.

Construction administration services will be awarded for the entire project and negotiated separately for each phase.

### **3.05 ADDITIONAL INFORMATION**

The ALP and Master Plan Report have been provided for informational purposes in preparing the response to this invitation. This information may not be representative of current conditions since many improvements have been made.

## SECTION 4.00 – REQUIREMENTS

### **4.01 SUBMISSION REQUIREMENTS**

Submissions should be organized according to the list below and be limited to no more than twenty (20) pages, prepared using 12-point font. The submission should provide concise responses satisfying each of the requirements identified under this invitation. All Submission must be prepared using the following headings and uploaded as a single PDF file to PennBid by the dates indicated.

1. Executive Summary (1-page)
2. Table of Contents (1-page)
3. Description of Firm (1-page)
4. Project Experience (3-pages)
5. Organizational Chart (1-page)
6. Qualifications and Experience of Sub Consultants (2-pages)
7. Resumes of Key Personnel (5 persons max; 1-page per person)
8. Understanding Project Issues/Challenges (2-page)
9. Technical Approach (5-pages)
10. Proof of Insurance (No page limit)

Respondent's Submission shall include responses to the following items in the following sequence and be submitted via PennBid by the dates indicated. See PennBid for calendar of events:

1. **Executive Summary:** (1-page) The executive summary should preface the submission and summarize the response in brief, concise terms.
2. **Table of Contents:** (1-page) All contents shall be indexed at the beginning of the Submission and should include page numbers.
3. **Description of Firm:** (1-page) Provide a general description of the firm including services offered, number of employees, office location(s), years in business, and any other pertinent information including SBE/MBE/DBE/WBE or Veteran status.
4. **Project Experience:** (3-pages) Provide overviews for past projects which demonstrate experience and the firm's ability to undertake the proposed project. All projects included in this section must have been completed within the last 5-years using current employees. For each qualifying project include: project name, description, location, client, total contract amount, names of associated proposed key personnel, date completed, and client references (name, position, phone number, email).

5. **Organizational Chart:** (1-page) Provide a graphical depiction of the administrative and management structure proposed in response to this advertisement, specifically outlining major responsibilities and areas of expertise, including any sub-consultants. Principals should only be listed if they relate to the project team. Include contact information for primary individuals.
6. **Qualifications and experience of sub-consultants:** (2-pages) Describe any sub-consultant qualifications, SBE/MBE/DBE/WBE or Veteran status, relevant projects and experience including how prime consultant will manage and assure quality.
7. **Resumes:** (5 persons max; 1-page per person) Include one-page resumes for key personnel identified in the organizational chart. Principals should not be included unless they are proposed as active, integral members of the project team. Also to include resumes for any key sub-consultants.
8. **Understanding of project issues/challenges:** (2-pages) Demonstrate firms' understanding of any project specific issues and challenges related to design and implementation. Consider things like accessibility and staging, impacts to FAA assets, safety areas, existing infrastructure, funding limitations and impacts to ongoing airport operations.
9. **Technical Approach:** (5-pages) The technical approach is expected to clearly reflect the firm's knowledge, expertise, and engineering approach to evaluate existing conditions and apply a sound engineering approach to achieve the intended results.
10. **Proof of Insurance:**  
Submit a letter from insurance provider stating provider's commitment to ensure the Respondent for the types of coverage and at the levels specified in *Attachment 2* if awarded a contract in response to this RFP. Respondent shall also submit a copy of their current insurance certificate.

Respondent is expected to examine this RFP carefully, understand the terms and conditions for providing the services listed herein and respond completely.

FAILURE TO COMPLETE AND PROVIDE ANY OF THESE SUBMISSION REQUIREMENTS MAY RESULT IN THE RESPONDENT'S SUBMISSION BEING DISQUALIFIED FROM CONSIDERATION.

Respondent shall respond to all aspects of the request through PennBid. Direct questions pertaining to the use of PennBid bidding platform directly to PennBid.

All Submissions must be submitted through PennBid by the date and time indicated. See PennBid for a calendar of events and pertinent deadlines. Submissions received prior to the above time and date may be modified prior to the deadline. Any Submission or modification received after this time shall not be considered. It is recommended that Respondents submit

early to avoid the possibility of rejection for late arrival. Submissions received outside of PennBid will not be accepted.

All Submissions become the property of the Harrisburg International Airport upon receipt. Any information deemed to be confidential by the Respondent should be clearly noted on the page(s) where confidential information is contained. However, SARAA cannot guarantee that it will not be compelled to disclose all, or part of any information submitted, since information deemed to be confidential by Respondent may not be considered confidential under Pennsylvania law, or pursuant to a Court order.

Any cost or expense incurred by the Respondent that is associated with the preparation of the Submission, the Pre-Submittal conference, if any is held, or during any phase of the selection process, shall be borne solely by the Respondent.

#### **4.02 SBE/DBE/MBE/WBE OR VETERAN OWNED**

The Authority is committed to promoting the development of all businesses and all are encouraged to participate in the RFP process. The Authority agrees to comply with all applicable federal, state and local laws, including the Civil Rights Act of 1964 as amended.

#### **4.03 COMMUNICATION**

All communications pertaining to this RFP, or the process, should be directed through PennBid. Inquiries shall be limited to the contents of and Submissions for this RFP. Inquires will be responded to publicly via PennBid by the dates indicated. Any addendums will be issued via PennBid by the dates indicated. See PennBid for calendar of events and deadlines.

## **SECTION 5.00 – POST SUBMITTAL EVENTS**

### **5.01 EVALUATION OF SUBMISSIONS**

Each timely Submission will be evaluated to determine overall responsiveness and qualifications defined under the RFP. Criteria to be evaluated will include, but not be limited to, the items listed below. The selection committee may select all, some or none of the Respondents for interviews. SARAA may also request additional information from Respondents at any time prior to the final approval of a selected Respondent. SARAA reserves the right to select one, or more, or none of the Respondents to provide services. Final approval of a selected Respondent is subject to the action of the SARAA Board of Directors.

### **5.02 EVALUATION CRITERIA**

1. Demonstrates understanding of the project scope, potential concerns and anticipated challenges.
2. Demonstrates the capability to perform all aspects of the work, including knowledge of the latest technologies, agency regulations, guidance, policies, and procedures.
3. Technical approach for engineering and sequencing improvements during design, bidding and award, and construction administration phases.
4. Incorporation of innovative, sustainable and energy efficient solutions.
5. Past performance at commercial service airports with projects of similar scope.
6. Quality of key personnel and the individual's experience with similar projects.
7. Qualifications and related experience of sub-consultants and their key personnel.
8. SBE/MBE/DBE/WBE or Veteran owned business participation.
9. Responsiveness to RFQ/TP format and instructions.

### **5.03 EVALUATION PROCESS**

Once all submissions are received, the evaluation process will include a number of steps to determine the preferred Respondent. Those steps are described below.

1. **Short list** – Based upon the responses to the RFP, the selection committee will compile a pre-selection short list of the best-qualified Respondents. The committee will notify those Respondents not qualified for the short-list that they will not be considered.
2. **Interviews** – Following receipt of Proposals and compilation of a short-list, the selection committee may engage in interviews with each Respondent on the pre-selection short list that timely submits a Proposal. The selection committee may, in its discretion omit interviews and rely solely on the submitted materials.
3. **Ranking and Selection** – Based upon the information supplied, and after applying the selection criteria above, the selection committee will rank the Respondents in order of preference and begin negotiating final contract terms with the first-ranked Respondent. If unsuccessful in negotiating mutually acceptable terms with the first-ranked Respondent, the selection committee may move to the second-ranked Respondent and repeat such process until mutually acceptable terms are reached with a Respondent or the selection committee determines that it would be in SARAA's best interest to either terminate or recommence the process.
4. **Approval** – If a Respondent is selected, the Respondent will be recommended for approval by the SARAA Board. If approved, a contract will be awarded on the terms negotiated.

#### **5.04 NOTICE OF ACCEPTANCE**

Upon the Board Approval, the selected Respondent will be notified by email of the selection and then commence negotiations of an Agreement to provide engineering design, bid and award, and construction administration support services required to Rehabilitate Taxiway Alpha at Harrisburg International Airport (HIA).

**ATTACHMENT 1**

**Susquehanna Area Regional Airport Authority  
(Taxiway Alpha Rehabilitation - HIA)  
RFP Acknowledgement Form**

Recipients of the Authority's Request for Proposal **for Professional Engineering and Construction Administration Services to Rehabilitate Taxiway Alpha at Harrisburg International Airport** should complete this form and upload it to PennBid with the Response.

Contact Name: \_\_\_\_\_

Company: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

## ATTACHMENT 2

### SARAA INSURANCE REQUIREMENTS

Contractor, at Contractor's sole cost and expense, shall maintain and keep in effect throughout the term of the Agreement:

(a) Insurance on an occurrence basis against claims for personal injury (including death) and property damage arising from occurrences on, in or about the Airport, with broad form contractual liability coverage, under a policy or policies of comprehensive general liability insurance or commercial general liability insurance, with limits of not less than \$5,000,000 per occurrence and \$5,000,000 annual aggregate for the acts and omissions of Contractor, its subcontractors and their respective employees, officers, partners, agents or invitees. Without limitation of the foregoing, within thirty (30) days after SARAA's request, Contractor shall have such annual aggregate increased to such amount as SARAA may reasonably request by reason of occurrences during any policy year.

(b) Contractor shall obtain and continuously maintain in full force and effect worker's compensation and employer's liability insurance with statutory benefits, voluntary compensation coverage and employer's liability limits of not less than Two Hundred Thousand and 00/100ths Dollars (\$200,000.00) each accident, Two Hundred Thousand and 00/100ths Dollars (\$200,000.00) each employee for disease, and One Million and 00/100ths Dollars (\$1,000,000.00) policy limit for disease.

(c) Contractor shall purchase and maintain during the life of this contract such Comprehensive Automobile Liability Insurance including Employer's Non-Ownership Liability and Hired Car Liability insurance to protect him and any Subcontractors performing Work covered by this Contract from claims for damages, whether supporting operations by him or anyone directly or indirectly employed by either of them.

Minimum combined single limit for both bodily injury and property damage:

\$1,000,000 Bodily Injury (per person)  
\$3,000,000 Bodily Injury (per accident)  
\$3,000,000 Property Damage

(d) The policies of insurance described above, shall name SARAA (and such other parties as SARAA may from time to time specify) as additional named insured(s) as their interests may appear. The policies of the insurance described in (a) shall contain a severability of interests endorsement, and shall state that they are primary over any insurance carried by SARAA or such other parties; however, in lieu of including SARAA and other parties specified by SARAA as named insureds in Contractor's liability insurance policy, Contractor may include them in such policy as additional insureds if Contractor also provides SARAA and any other parties specified by SARAA with a separate policy of insurance having the limits specified in (a) and in which they



are the only named insureds, in which case Contractor's policy and such separate policy shall each state that they are primary over any insurance carried by SARAA or such other parties.

(e) Each insurance policy under this Agreement shall provide that it shall not be cancelable without at least thirty (30) days' prior written notice to SARAA and each policy shall be issued by an insurer with a general policy holder's rating of not less than "A-" in the most currently available Best's Key Rating Guide, licensed to do business in the Commonwealth of Pennsylvania. Forthwith upon the execution of this Agreement, each policy (or a duplicate original thereof) shall be delivered by Contractor to SARAA. At least thirty (30) days before any policy shall expire, Contractor shall deliver to SARAA a replacement policy meeting the foregoing requirements, and at least ten (10) days prior to the date that the premium on any policy shall become due and payable, Contractor shall cause SARAA to be furnished with satisfactory evidence of its payment. Each policy shall have attached thereto an endorsement to the effect that no act or omission of Contractor shall affect the obligation of the insurer to pay the full amount of any loss sustained. Each policy shall be in such form as SARAA may from time to time reasonably require.

(f) If Contractor shall fail, refuse or neglect to obtain such insurance or maintain it, or to furnish SARAA with satisfactory evidence that it has done so and satisfactory evidence of payment of the premium of any policy, within the time required as set forth above, SARAA shall have the right, at SARAA's option and without regard to any opportunity to cure provided for elsewhere in this Agreement, to purchase such insurance and to pay the premiums thereon or to pay the premiums on insurance which Contractor should have paid for. All such payments made by SARAA shall be recoverable by SARAA from Contractor on demand.

(g) If Contractor fails to provide and keep in force insurance as aforesaid, SARAA shall not be limited in the proof of any damages which SARAA may claim against Contractor to the amount of the insurance premium or premiums not paid or incurred and which would have been payable upon such insurance, but SARAA shall also be entitled to recover as damages for such breach the uninsured amount of any loss, to the extent of any deficiency in the insurance required by the provisions of this Agreement, and damages, expenses of suit and costs, including without limitation reasonable cancellation fees, suffered or incurred during any period when Contractor shall have failed to provide or keep in force insurance as aforesaid.

(h) Contractor may carry any insurance required by this Paragraph under a blanket policy for the risks and in the amounts required pursuant to this Paragraph, provided that all requirements of this Paragraph shall be complied with in respect of such policy and that such policy shall provide that the coverage thereunder for the Airport and occurrences in, or about the Airport shall not be diminished by occurrences elsewhere.

(i) The Contractor agrees that SARAA shall not be liable for and hereby releases SARAA from (i) any injury to the Contractor's business or any loss of income therefrom or for damage to any machinery or equipment or other property of the Contractor, or the Contractor's officers, partners, employees, agents, or invitees; (ii) the loss of or damage to any property of

the Contractor by theft or otherwise; or (iii) any injury or damage to property resulting from fire, steam, electricity, gas, water, rain or snow, or from the breakage, leakage, obstruction or other defects of pipes, sprinklers, wires, appliances, plumbing, air conditioning or HVAC systems or lighting fixtures, or from any other case whatsoever (whether similar or dissimilar to those above specified), whether the said damage or injury results from conditions arising at the Airport, or from other sources or places, except to the extent directly caused by the SARAA's gross negligence or intentional misconduct.